गया (बिहार) में विमानपत्तन का विकास किया जाना

937. श्री जनार्दन यादव: क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि बिहार स्थित बौद्ध-गया क्षेत्र विदेशी पर्यटकों के आकर्षण का केन्द्र रहा है;

(ख) क्या यह भी सच है कि प्रति वर्ष लाखों विदेशी बौद्ध-गया आते हैं; और

(ग) क्या उपरोक्त को ध्यान में रखते हुए गया में विमानपत्तन का विकास करने और प्रतिदिन उड़ान के प्रचालन की कोई योजना बनाई गई है, यदि हां, तो तत्संबंधी ब्यौरा क्या है?

नागर विमानन मंत्री (श्री अनंत कुमार): (क) से (ग) बिहार में बोध गया एक प्रसिद्ध तीर्थ स्थल है जो विशेष रूप से भारत और दूसरे देशों में रहने वाले बौद्धमत के अनुयायियों के लिए आकर्षण का केन्द्र है। गया विमानपत्तन 50 सीटों वाले टर्बो-प्राप विमानों के प्रचालनार्थ उपयुक्त है। अभी तक किसी भी विमान कंपनी ने गया विमानपत्तन के लिए दैनिक उड़ानें प्रचालित करने के संबंध में अपनी रूचि नहीं जताई है, अतः भारतीय विमानपत्तन प्राधिकरण की इस विमानपत्तन के विकास संबंध कोई तात्कालिक योजना नहीं है।

Settlement of Cases of Air Corporations SC/ST Employees Association

938. SHRI A. VIJAYA RAGHAVAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of issues represented by the Air Corporations SC/ST Employees Association which have been settled in the years 1997 and 1998;

(b) the number of issues still pending and the reasons for their non-settlement; and

(c) the details of each case separately?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) to (c) A total of 127 issues pertaining to Air India, Indian Airlines and Alliance Air were raised by the Air Corporations SC/ST Employees Association. Out of these, 113 issues have been settled. The remaining issues relate of Promotion, Housing Loans, Transfers, Harassment etc. Settlement of these issues is an on going process. The concenred organisations have been advised to settle the pending issues at the earliest.

Productivity Linked Incentive scheme in Indian Airlines

939. SHRI C.O. POULOSE:
SHRI JIBON ROY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the productivity linked incentive scheme has been introduced in Indian Airlines in respect of employees covered by Air Corporation Employees Union and if so, from what date;

(b) the amount of incentive paid to the employees in terms of percentage of wages under the scheme applicable to employees covered by Air Corporations Employees Union; and

(c) whether there is any dispute regarding the payment of productivity linked incentive scheme in respect of employees covered by Air Corporations Employees Union and if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) Yes Sir. Productivity Linked Incentive Scheme is in force for the employees covered by the Air Corporations Employees Union (ACEU) w.e.f. 1.1.1995.

(b) The amount of incentive which is dependent on the actual performance against various parameters such as number of passengers carried, on-time performance etc., vary from month to month. There is no fixed percentage.

(c) No, Sir.

Decline in Air Traffic Carried by Indian Airlines

940. SHRI AKHILESH DAS:
SHRIMATI VEENA VERMA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that there has been marked decline in air-traffic carried

by Indian Airlines during the last two years;

(b) if so, the traffic carried by the airline during these years and the extent of decline registered;

(c) The capacity utilisation of IA during these years; and

(d) the main reasons for low utilisation of capacity and the decline in traffic?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) No, Sir. Indian Airlines carried 8.4 million passengers during 1997-98 as compared to 8.2 million passengers in 1996-97.

(b) Does not arise.

(c) and (d) The capacity utilisation of Indian Airlines (including Alliance Air) measured in terms of seat factor was 69.8% in 1996-97 and 68.8% in 1997-98. The marginal decline in seat factor during 1997-98 was due to additional capacity induction by private airlines.

हवाई पट्टियों के रख-रखाव हेतु निधियों का आवंटन

941. श्री डी॰ पी॰ यादव: क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि:

(क) चालू वित्तीय वर्ष के दौरान देश भर में कुल कितने नए विमानपत्तनों का निर्माण किया गया है;

(ख) चालू वित्तीय वर्ष के दौरान उनके मंत्रालय द्वारा हवाई पट्टियों के रख-रखाव पर कुल कितनी धनराशि व्यय की गई; और

(ग) तत्संबंधी ब्यौरा क्या है?

नागर विमानन मंत्री (श्री अनंत कुमार): (क) चालू वित्त वर्ष के दौरान मिजोरम में लेंगपुई नामक एक मात्र विमानपत्तन निर्मित किया गया।

(ख) और (ग) वर्ष 1998-99 (अक्तूबर, 1998 तक) के दौरान हवाई पट्टियों के अनुरक्षण पर 4.71 करोड़ रुपए व्यय किये गये जिसमें 2.44 करोड़ रुपए पांच अंतरराष्ट्रीय विमानपत्तनों यानी मुंबई, दिल्ली, कलकत्ता, चेन्नई तथा त्रिवेन्द्रम के विमानपत्तनों के अनुरक्षण पर तथा 2.27 करोड़ रुपए भोपाल, सफदरजंग तथा कुल्लू विमानपत्तनों के धावनपथ के पुनः सतहलेपन पर व्यय किए गए।

Sharing of Economically Unviable Sectors by Private Air Operators

942. SHRI RAHASBIHARI BARIK: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the private airline operators are also equally responsible for sharing economically unviable sectors; and

(b) if so, the details of each of such sector shared by the Indian Airlines and also by private operators?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) With a view to achieving better regulation of air transport services and taking into account the need for air transport services of different region in the country, the Government has formulated route dispersal guidelines which stipulate all schedule operators to deploy in the North Eastern region, Jammu & Kashmir, Andaman & Nicobar islands and Lakshadweep (Category-II routes) atleast 10% of their capacity deployed on trunk routes (Category-I routes); 1% of capacity deployed on Category-II routes to be deployed exclusively within Category-II stations; and 50% of the capacity provided on Category-I routes to be deployed on routes other than Category-I and Category-II routes (i.e. Category-III routes).

A statement showing the details of sectors shared by Indian Airlines and private airlines is at Annexure and the ASKM deployed by Indian Airlines and Private airlines in Category-II and Category-III is at *Annexure*.

[*See* Appendix 185, Annexure No. 28]

Shortage of Seats in Indian Airlines Flights on Calcutta-Agartala-Calcutta Sector

943. SHRI KHAGEN DAS: Will the Minister of CIVIL AVIATION be pleased to state: